

CHINA MAIL.

Established February 1, 1840.
"Hongkong Evening Mail and Shipping List." Published every Evening.

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VOL. XXXIII. NO. 4495. 壬午年十一月廿七七八八

HONGKONG, MONDAY,

NOVEMBER 26, 1877.

日二月廿七

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, Grocer Street, 30, Cornhill, Gordan & Gorham, Liggett & Clegg, E. C. Bates, Henry & Co., 2, Old Jewry, E.C. SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 128, Nassau Street.

AUSTRALIA.—TASMANIA AND NEW ZEALAND.—GOODE & GOWAN, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BROWN, San Fran-

cisco.

SINGAPORE AND STRAITS.—SAYLES & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—SCOTT, CAMPBELL & CO., AMoy, WILSON, NICHOLLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 650,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. Horpris, Esq.

Deputy Chairman—F. D. SASSON, Esq.

E. R. BILLIAMS, Esq.

W. H. FORBES, Esq.

Hon. W. KENNICK, Esq.

A. MOLYNEUX, Esq.

Chief Manager—THOMAS JACKSON, Esq.

Manager—EWEN CAMERON, Esq.

London Banker—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 2 per cent. per annum.

6 " " 4 per cent. "

12 " " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation.

No. 1, Queen's Road East.

Hongkong, August 16, 1877.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT.

LOAN OF 1877.

Authorized by Imperial Edict, dated the 2nd Day of the 9th Moon, of III Year of KWONG-SU, (Oct. 8, 1877.)

£1,604,276. 0. 10 STOCK.

In BONDS of £100 EACH.

Bearing Interest from 31st December, 1877, the first Coupon of £1.68 being payable on 23rd February, 1878, and Coupons of £4 being payable thereafter on 31st August and 28th February in each year, until 14th June, 1884, when the last Coupon of £2.68 will be payable.

The Bonds are redeemable at par within seven years (1884) by half-yearly drawings.

PRINCIPAL AND INTEREST PAYABLE IN LONDON, HONGKONG AND SHANGHAI.

PRICE OF ISSUE 6 PER CENT.

THE HONGKONG AND SHANGHAI BANKING CORPORATION, 81, Lombard Street, London, as Agents for the Chinese Government, hereby invite Subscriptions for £1,604,276.0.10 of 6 per cent. Bonds at the issue price of £98 per cent. payable as follows:

10 per cent. on application.

40 " " allotment.

46 " " 16 days after allotment.

48 "

The Bonds will bear interest at the rate of 6 per cent. per annum, payable half-yearly on the 23rd February and 31st August at the offices of the Hongkong and Shanghai Banking Corporation in London, Hongkong, and Shanghai. The first Coupon for £1.68 for interest from 31st December, 1877, to 28th February, 1878, will be payable on the latter date, and Coupons of £4 will be payable thereafter on 31st August and 28th February in each year, until 14th June, 1884, when the final Coupon of £2.68 will be payable.

The Bonds will be redeemed at par with in Seven years (1884) by Thirteen half-yearly Drawings of £114,600 each, the balance of the Loan £114,760.10, being paid off on 14th June, 1884.

The Drawings will take place in London in December and June in each year, and the Bonds so drawn will be paid off at par on the following 23rd February and 31st August at the offices of the Hongkong and

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £800,000.

RESERVE FUND, £110,000.

For Sale.

LAMMERT, ATKINSON & CO.

HAVE FOR SALE.

A LARGE AMOUNT OF
AMERICAN COOKING & PARLOUR

STOVES.

THE BANK OF ENGLAND,
THE CITY BANK,
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONG

KONG grants Drafts on London and the Chief Commercial cities in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest

allowed on Current Accounts and on Deposits for fixed periods or terms which may be ascertained on application.

The independence of the Imperial Government only amounts to about £700,000, of which about £260,000 mature next year.

The amounts of the outstanding Loans and the proposed Loan are, therefore, together, only £2,200,000, or about two-thirds of one year's Customs Revenue. The payments both of interest and principal on account of outstanding Loans have been duly and punctually met by the Chinese Government.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Chinese authorities of the respective Provinces in which the Ports referred to are situated, and by the European Commissioners at the same Ports, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

The Customs' Revenue available to meet these obligations, and for which they are specially charged, is £2,100,000 per annum.

Certified translations of the official documents authorising the Loan, may be inspected at the office of the Hongkong and Shanghai Banking Corporation, London.

Applications in the annexed form, accompanied by a deposit of £10 per cent., will be received by the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the amount due on allotment.

Scrip Certificates to Bearer will be issued against Allotment Letters and Bankers' Receipts, and Bonds to Bearer, when ready.

Forms of Application can be obtained of the HONGKONG AND SHANGHAI BANKING CORPORATION, at their offices in London, Hongkong, and Shanghai.

Hongkong, 24th November, 1877.

TO BE RETAINED BY THE BANKERS.

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Shanghai Banking Corporation.

For further Particulars, apply to

LANE, CRAWFORD & CO.

Hongkong, October 31, 1877.

FOR SALE.

FOR SALE.

D. A. N. I. S. H. B. E. B. R.,

Tuborg's Fazirxie,

£1 per Case quart.

£5 per Case pint.

LANE, CRAWFORD & CO.,

Agents.

Hongkong, November 7, 1877.

FOR SALE.

SHAMBERG OAK.

Notices of Firms.

NOTICE.

I HAVE This Day admitted Mr. WILLIAM LEGGE as a PARTNER in my Business, which will henceforth be conducted under the Style of HUGHES & LEGGE.
W. KERFOOT HUGHES,
Hongkong, November 1, 1877.

NOTICE.

M. R. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.
DOUGLAS LAPRAIK & Co.
Hongkong, September 22, 1877.

NOTICE.

I HAVE This Day established myself at this Port as a GENERAL COMMISSION AGENT.
J. V. VERNON SHAW.
Hongkong, November 1, 1877.

NOTICE.

I HAVE This Day established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT.
W. SCHREIVER.

Hai Phong, November 3, 1877.

NOTICE.

THE Business of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON. Mr. ALEXANDER MACGLASHAN HEATON having This Day become a PARTNER therein.

CHAS. C. COHEN,
Hongkong, November 1, 1877.

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to sign the name of our Firm per Procurator at Foochow, and Mr. F. E. EWELL at Amoy.

RUSSELL & Co.,
China, June 1, 1877.

NOTICE.

M. R. JAMES AYTON MANN is authorized to sign our Firm by Procurator.

GEPP & Co.,
Canton, November 1, 1877.

Notices to Consignees.

GERMAN STEAMER FERONIA,
SCHULZ, Master, FROM HAMBURG,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Under-signed, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 30th instant will be subject to rent.

No Fire Insurance has been effected.

Optional Cargo will be forwarded unless written notice to the contrary is given within 10 o'clock To-morrow.

Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents.

Hongkong, November 28, 1877.

FROM LONDON AND SINGAPORE.

THE S. S. Nemesis having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of Messrs NORON & Co., whence delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before Noon on Monday, the 26th instant.

Cargo remaining undelivered after the 20th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by OLYPHANT & Co., Agents.

Hongkong, November 24, 1877.

NOTICE TO CONSIGNEES.

S. S. ESMERALDA, FROM MANILA.

CONSIGNEES of Cargo per above-named Vessel are hereby requested to send their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co., Agents.

Hongkong, November 26, 1877.

Intimations.

OFFICE OF THE SHANGHAI STREAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN OF CAPITAL at the Rate of FIVE TAELS per SHARE will be made to Shareholders of record on the 1st October. Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Under-signed to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, October 2, 1877.

AH YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Praya Wan.

SHIPPING SUPPLIER WITH ALL KINDS OF COAL, WATER, RAILAST, FRESH PROVISIONS & OILMEN'S STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1877.

A FONG,

P H O T O G R A P H E R ,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

G O V E R N O R O F H O N G K O N G ;

and to

H. I. H. THE GRAND DUKE ALEXIS

O F R U S S I A ,

Wynham Street, formerly ATHLETIC CLUB,

H A S on hand the Largest and Best

collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. *Tyee*, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums. Russia Leather, Velvet and carved-wood Albums, Cases and Frames, rice Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassador in Cabinet and Carte de Visite Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

To-day's Advertisements.

FOR MANILA.

The Steamship

"ESMERALDA,"

Capt. THOMAS, will be despatched for the above Port on FRIDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

J. Y. V. SHAW,

Agent.

Hongkong, November 26, 1877.

SHIPPING REPORTS.

The German barque *Ferdinand Brum* reports: Left Spithead on the 7th of June and had calms and light winds till getting the trades. Crossed the Equator on the 19th of August. From there to Lat. 30 S. and Long. 102 E. experienced heavy Northward and Easterly gales. Made Java Head on the 6th of October, passed Anjer the next day, and had light Southerly winds to Lat. 8 N. When the wind hauled to the N.E., afterwards had calm weather and light winds until we cleared the Palawan Passage on the 11th of November, and had light variable winds along the coast of Luzon. On the 12th, off Cape Bolina, had a heavy gale from the N.N.E. and N.E., which lasted three days. Remained off passage had strong N.E. monsoon.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW, AMOY & SHANGHAI.—Per *ORENZI*, at 3.30 p.m. To-morrow, the 27th inst.

For BANGKOK.—

Per *DANUBE*, at 4.30 p.m., on Tues-

day, the 27th inst., instead of as previously notified.

For SWATOW.—

Per *PERNAMBUCO*, at 11.30 a.m. To-

morrow, the 27th inst., instead of as previously notified.

For NORNA, at 7.30 a.m., on Wednes-

day, the 28th inst.

For PORT DARWIN & COOKTOWN.—

Per *CHARLTON*, at 2.30 p.m., on

Thursday, the 29th inst.

For MANILA.—

Per *ESMERALDA*, at 11.30 a.m., on

Friday, the 30th inst.

MAILS BY THE FRANCIS PACIFIC.—

The French Contract Packet *ANADYR*

will be despatched from Hongkong

on THURSDAY, the 29th instant,

with Mail to Manila, to and through

the United Kingdom and Europe via

Marseille, to *Salon*, *Singapore*,

Batavia, *Galle*, *Australia*, *New Zealand*, *Tamana*, *Fiji*, *Aden*, *Seychelles*, *Reunion*, *Mauritius*, *Suez* and *Alexandria*. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

MAILS BY THE DUTCH STRAITS PACKET.—

The S. S. *DJOGO*, will be despatched

from Hongkong on or about SATURDAY,

the 1st December, with Mail to

Singapore, *Sorabat*, *Cooktown*, *Cleveland Bay*, *Bowen*, *Kepulauan*, *Brisbane*, *Sydney*, *Tasmania*, *New Zealand*, and *Melbourne*.

Correspondence for Southern Australia can

be sent by this route if desired, but

as a general rule it is better to send

it via *Galle*.

MAILS BY THE UNION SEASIDE PACKET.—

The United States Mail Packet *BELIZZI*

will be despatched on THURSDAY,

the 6th December, with Mail for

Japan, San Francisco, and the United

States, which will be slowed as follows:—

1st. Registry of Letters class.

2.30 p.m. Post-office closed.

2.30 p.m. Correspondence for Japan, the

United States, or *Union* Countries

only may be posted on

board the Packet with Late

Fee of 12 cents extra Postage

until

2.30 p.m. when the Mail is finally closed.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet *G.W. ALIOR*

will be despatched with the Mails for

Europe, &c., on THURSDAY, the

5th December,

1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or Crew

of the following Vessels, during their stay

in Hongkong Harbour:—

ALFRIMONT, British barque, Captain G. Cunningham, —Wiesler & Co.

BITURUM, British ship, Captain E. Shrewsbury, —Wiesler & Co.

COLORADO, American ship, Captain Graham, —Russell & Co.

KATE CARINA, British barque, Captain James Wilson, —Melchers & Co.

BOCKHORN, British ship, Captain H. Bate, —Russell & Co.

JACATA, Dutch brig, Captain Dirksen, —Russell & Co.

CHAMBER OAK, American ship, Captain Stephen, —Jardine, Matheson & Co.

YONKIMA, German S.M. schooner, Capt. Spilker, —Melchers & Co.

SHIPPING.

ARRIVALS.

Nov. 25. *Feuerland*, German barque,

540, Hsia, Newchwang Nov. 18, Beams—

Maximilian & Co.</

jumped into the water." Another man jumped over immediately afterwards, and both of them swam towards a sampan. I told the people to pull towards them; but they would not move. The sampan No. 1596. I got hold of a boat-hook and handed it to the one who was the most scalded. I got him into the boat, and subsequently took him to the Civil Hospital. He could not speak or move. I do not know what became of the other man; but I do not think he was burnt much; he had all his clothes on. I went on board the steamer after I had conveyed the injured man to the hospital. I saw the plain-clothes Constable after the bodies were all removed from the steamer. I saw no one go down to the passengers' tween decks before the accident, and I saw no one come up. I know the boarding-house runners and boat people invariably go below as soon as they get on board. After I got on board the first time, I noticed some of the passengers passing their luggage on shore; I could not say how many. I saw a Malay lying dead at the Civil Hospital; he was the same man I had seen leaving the captain. I believe he went down below to clear away the chain. I also saw one man lying injured, at the Gaol whom I recognised as a boarding-house runner. I spoke to him and he told me he had a brother named Atai. I told him he ought not to have gone on board before the steamer was stopped, and he would not have got scalded. He said he was not first on board. He wanted me to tell his brother to come and see him. I believe the man has since died. I have been a seaman myself before, and was eighteen months in a steamer. I did not see or hear the *Yesso* blowing off steam before the explosion. I have seen her blow off steam before, and she blows it off at the side. I do not think more than five or six could have left the steamer before she got alongside.

Lum Tai Shu, declared, states—I am one of the doctors of the Tung Wah Hospital. I produce a return of ten men who were admitted into the Hospital. Eight were admitted on the 22nd, and of these six have since died; the other two were admitted at 4 o'clock on the afternoon of the 23rd. Three of the men now at the Hospital are very dangerously ill; the other one may get over.

Mr Breton asked Dr Rogers if, when the conversation took place between the Second and Third Engineers, either of them said anything about the cause of the explosion; to which the Doctor replied "No." He (the doctor) said the Second Engineer was quite sensible, although a little excited. The Third Engineer went in and out to visit him several times while he (Dr E.) was at breakfast. The Third Engineer was not unusually excited.

Dr Wharry was next examined.—I am Superintendent of the Civil Hospital. On the morning of the 22nd I was called into the waiting room, about 4 before 6 o'clock and found number of Chinese severely scalded. There were only two available beds in the male wards, so I had mattresses and blankets spread all over the floors and passages, and as the injured men arrived, I gave them brandy and opium, and sent them upstairs. Seeing the number continually increasing, I sent to Dr Ayres for assistance. In the meantime the Doctors from the men-of-war arrived, and Dr Adams and Dr Gomez. Dressings, stimulants and restoratives were provided, and every one in the place set to work to relieve their sufferings. Many of those injured were past help; and about twelve were carried into the cellar used as a dead-house from the wards and passages. Dr Ayres suggested that they should be removed to the Gaol; so all but two of those living were sent away. These two are now in the Hospital, severely injured but doing fairly well. Dr O'Brien and Young both came to render assistance. Those who died were scalded so extensively and had lost so much skin that there was no necessity to look further for a cause of death. I noticed that many of those to whom I gave draughts were severely scalded about the mouth. The great exposure to which they were subjected whilst in the chairs was sufficient to cause death, as many of them had lost the entire skin of their arms, legs, and bodies. Several died a few minutes after they were admitted. Supplies of all things requisite for the injured men were sent to the Gaol, and nurses were sent to assist in dressing the wounds.

Lum Shui-sho declared said the body the Jury saw at the dead-house of the Hospital was that of Tung Asam. He was taken there from the Civil Hospital after death.

Ho Chun-shun, the comprador of the *Yesso*, was examined. He said—I collected the passengers' tickets on board the steamer. We came from the Coast Ports on the morning of the 22nd, about half past 7 o'clock. We had one hundred and seventy-two Chinese passengers on board. I keep no list of names. I had four assistants with me on board. There were two women and a boy in the fore'tween decks in a cabin; the boy was about thirteen years of age. One of the women was a servant to the Mandarin, and the other the wife of an old man on board. There were seven women in the after'tween decks. There were about sixty passengers in the forward'tween decks, including the two women and boy. Of these about eleven were from Foochow, two or three from Amoy, and forty or fifty from Swatow. There was also a young man, a son of the mandarin's servant, about twenty years of age, in the cabin with the two women who are saved. He is a little burnt about the face. These four were from Swatow. All they were sixty or seventy passengers. Foochow and Canton people generally prefer the after part of the ship. There were between forty or fifty people on the upper deck. None of the people who were at or on deck got hurt. The Mandarin who was injured was sleeping outside of the women's door. Of the injured men belonging to the ship only two survive, viz. Lum Aching and Lum Akwei. I was on the upper deck when the accident occurred.

The enquiry was then adjourned till 1 p.m.

On resuming, Mr Ayton, P. C. 404, declared, said—I went on board with P. C. Smith. I remained on the upper deck. I was on special duty. I saw about sixteen, seventeen people (Chinese) go on board the steamer from a sampan and the wharf before the explosion took place. They were boatmen and boarding-house runners. I saw I should think about twenty people go down below forward—they were nearly all boarding-house runners. I had intended going down myself, but did not do so. There may have been twenty-four or twenty-five people who went below. I was near the paddle box when the explosion took place. I heard a noise, and immediately afterwards the steam came up, and I ran out to the whale-pot. I was on the starboard or what side when the explosion took place, and I saw about forty or fifty people rush on shore. Only a few people got off there before the explosion.

The people I saw rush on shore after the explosion were, I think, principally boatmen, coolies, and boarding-house runners. It was only on board about five minutes before the explosion. The European Constable was on the fore part of the ship.

Answer: I should consider 26 lbs. A safety valve is not a safe one unless it releases steam at the weight at which it is weighted. The safety valve of the starboard boiler of the *Yesso* would not have released steam to escape when the ship was on even keel until the steam was 40 lbs.

By the Coroner:—The mercantile gauge

may not be reliable because on the piping of the ship some of the quicksilver may be spilled out. When I examined the boilers three months ago, I did not examine the stays. I only examined the superheaters. I did so to see if they were kept clean. I discovered no weak points. I found some mud on the plates. The presence of the mud would deteriorate the surface of the plates.

By Mr Robb:—What is your object in carrying 40 lbs. to the safety valve when you know the boilers have deteriorated?

Answer: I have no particular object.

A Juror: Have the boilers ever been examined by taping?

Answer: They are supposed to have been by the 3rd Engineer.

A Juror: Could you tell what was the pressure when the explosion took place?

Answer: When I left the engine room it was 14 lbs. When we arrived alongside, the engine room gauge indicated 10 lbs., but when the Captain rang the bell intimating that he had finished with the engines, there were 18 or 14 lbs. pressure.

A Juror: How long was it between the time the bell was rung, and the time you left the engine room?

Witness: It was about 10 minutes. It was about 8 minutes after this the explosion took place.

A Juror: When the fire was being drawn, it was usual for the steam to generate heat.

Answer: Certainly not.

A Juror: Do you know if the steam cocks were opened before the fire was begun to be drawn?

Answer: They were. I know this from the sounds of the steam before the fire was drawn and before the explosion took place. Two fires were drawn at the time of the explosion; two were partially drawn and two were not touched.

They were light fire... I went down immediately after the explosion. The combustion chamber is the highest part of the heating surface which must be covered with water. The water gauge we generally carry at half the height of the glass, this indicates $\frac{3}{4}$ inches. Coming into port, we generally have it higher—to 1 inch from the top of the glass; that would be 14 inches or lower. The object of this in case we may have to wait to go to the buoy or down the harbour. When we arrived last Thursday the glass was 3/4 full of water, and the rule is to blow off water at this height. This was done on this occasion. When the water was at 4 inches in the gauge, the combustion chamber would have 5 or 6 inches of water; the blow cocks would be above the water mark unless when we are very deep. It was 3 or 4 minutes from my hearing the blow cocks to the time of the explosion. The blow cocks are opened until the water falls to 4 inches in the gauge before the fire are blown to draw.

A long discussion then took place between Mr Robb, Mr Bernard, and the Coroner as to the time it would take to blow off the water in the boilers, and as to pressure, and the generation of steam.

Examination continued:—I saw the Second Engineer go down below about eight minutes before the explosion. The enquiry was then adjourned until 10 o'clock to-morrow morning.

Answer: It depends on the nature of the boiler.

Capt. Creagh: In this particular boiler what is the highest pressure you would have considered safe to work it up to at sea?

Answer: I should consider 26 lbs. A

safety valve is not a safe one unless it releases steam at the weight at which it is weighted.

The Coroner:—The safety valve of the starboard boiler of the *Yesso* would not have released steam to escape when the ship was on even keel until the steam was 40 lbs.

By the Coroner:—The mercantile gauge

may not be reliable because on the piping of the ship some of the quicksilver may be spilled out. When I examined the boilers three months ago, I did not examine the stays. I only examined the superheaters. I did so to see if they were kept clean. I discovered no weak points. I found some mud on the plates. The presence of the mud would deteriorate the surface of the plates.

By Mr Robb:—What is your object in carrying 40 lbs. to the safety valve when you know the boilers have deteriorated?

Answer: I have no particular object.

A Juror: Have the boilers ever been examined by taping?

Answer: They are supposed to have been by the 3rd Engineer.

A Juror: Could you tell what was the pressure when the explosion took place?

Answer: When I left the engine room it was 14 lbs. When we arrived alongside, the engine room gauge indicated 10 lbs., but when the Captain rang the bell intimating that he had finished with the engines, there were 18 or 14 lbs. pressure.

A Juror: How long was it between the time the bell was rung, and the time you left the engine room?

Witness: It was about 10 minutes. It was about 8 minutes after this the explosion took place.

A Juror: When the fire was being drawn, it was usual for the steam to generate heat.

Answer: Certainly not.

A Juror: Do you know if the steam cocks were opened before the fire was begun to be drawn?

Answer: They were. I know this from the sounds of the steam before the fire was drawn and before the explosion took place. Two fires were drawn at the time of the explosion; two were partially drawn and two were not touched.

They were light fire... I went down immediately after the explosion. The combustion chamber is the highest part of the heating surface which must be covered with water. The water gauge we generally carry at half the height of the glass, this indicates $\frac{3}{4}$ inches. Coming into port, we generally have it higher—to 1 inch from the top of the glass; that would be 14 inches or lower. The object of this in case we may have to wait to go to the buoy or down the harbour. When we arrived last Thursday the glass was 3/4 full of water, and the rule is to blow off water at this height. This was done on this occasion. When the water was at 4 inches in the gauge, the combustion chamber would have 5 or 6 inches of water; the blow cocks would be above the water mark unless when we are very deep. It was 3 or 4 minutes from my hearing the blow cocks to the time of the explosion. The blow cocks are opened until the water falls to 4 inches in the gauge before the fire are blown to draw.

A long discussion then took place between Mr Robb, Mr Bernard, and the Coroner as to the time it would take to blow off the water in the boilers, and as to pressure, and the generation of steam.

Examination continued:—I saw the Second Engineer go down below about eight minutes before the explosion. The enquiry was then adjourned until 10 o'clock to-morrow morning.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before the Chief Justice, Sir John SMALLEY, with a Special Jury.)

Nov. 26, 1877.

Wm. Hermans & another v. C. F. Grossmann. A TRADE MARK CASE.

The following gentlemen composed the Special Jury:—Messrs C. M. Kew, D. R. F. Crawford, F. D. Sasseon, T. G. Linthead, E. C. Smith, J. B. Coughtrie, and J. G. T. Hassell.

This case was resumed to-day.

Chew Sat Chuen was called:—I am Comprador to Messrs House & Co. at Canton. I know Kwong Yik. It was through him that the negotiations for the supply of aniline dye were made. It was a time purchase for one year certain at the rate of from 1,000 to 2,000 tins a month at \$1.30 each tin, deliverable in Hongkong. This contract was partly carried out, 2,000 tins having been delivered (witness here altered this and said this was not so). The first time I saw the two tins of dye resembling the plaintiff's was in March last. They were shown me by Cheung Fat Woh (witness here altered this and said he only saw one tin, the one with the Chinese name on it). This was in March or April. The second tin was shown me in May.

By the Attorney General:—The contract was to have been for a year certain, with option to buyer to continue the contract longer. The contract was broken off on the arrival of the defendant's dye. The purchaser said "There are goods of this description cheaper in the market; I will not want yours if I can get the same thing cheaper." This was in the month of May.

They were shown me by Cheung Fat Woh (witness here altered this and said he only saw one tin, the one with the Chinese name on it). This was in March or April. The second tin was shown me in May.

By the Attorney General:—The contract

was to have been for a year certain, with option to buyer to continue the contract longer. The contract was broken off on the arrival of the defendant's dye. The purchaser said "There are goods of this description cheaper in the market; I will not want yours if I can get the same thing cheaper." This was in the month of May.

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By the Attorney General:—The contract

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Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOATS POSTE, FRANCAIS,
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEM, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 29th November, 1877, at Noon, the Company's S. S. *ANADYR*, Commandant MOREAU, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 29th November, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,
agent.

Hongkong, November 25, 1877.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *SWALLOW*, Captain J. C. BABOT, will leave this on THURSDAY, the 6th December, at Noon.

For further Particulars, apply to A. LIND, Superintendent, Hongkong, November 28, 1877.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 6th December, at 8 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama with Steamers from Shanghai. Freight will be received on Board until 4 p.m. of the 6th December. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on Return Passage Tickets.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central, Hongkong, November 6, 1877.

To Let.

TO LET.

NOS. 4, and 6, PECHIN TERRACE, ELGIN SHABER.

Apply to LANE, CRAWFORD & CO., Hongkong, July 30, 1877.

TO LET.

LANDSTEIN & CO.

Hongkong, September 15, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIDD, "Besse Villa," Pok-fun, Furnished.

House No. 2, Seymour Terrace, Nos. 5 and 11, Queen's Road Central, with shadowy Godowns attached, at present occupied by Messrs. BUTTERFIELD & SWINE.

DAVID SASSOON, SONS & CO., Hongkong, October 18, 1877.

TO LET.

THE Dwelling House and Office No. 1, D'Aguilar Street, lately in the occupation of Messrs. DODGE & LAFRAIR & CO.

Apply to DOUGLAS LAPRAIR & CO., Hongkong, July 8, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction, Royal 8vo, pp. 202.—BY EASTER JOHN BELL, PH.D., Tiflagon.

Paid: Two Dollars and a Half.
To be had from Messrs. LAW, CRAWFORD & CO., Hongkong and Shanghai; and Messrs. KELLY & WATER, Shanghai.

Hongkong, February 8, 1877.

Intimations.

IN THE GOODS OF
JAMES SMITH FERRIES,
Deced.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February, 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September, 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said JOHN FAIRBAIRN, at 29, Queen's Road, Hongkong, on or before the 15th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877.

W. H. BRERETON,
Solicitor for the said JOHN FAIRBAIRN,
July 16

IN THE GOODS OF
PROSPER EDOUARD HENRI
DERODE.—*Deced.*

NOTICE is hereby given that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of PROSPER EDOUARD HENRI DERODE, late of Lille, France, who died at Cannes, France, on the 10th day of December, 1869, and Letters of Administration of whose personal estate were duly granted to ANDRE DAMMANN, of Canton in the Empire of China, Merchant, by the Supreme Court of Hongkong in its Probate Jurisdiction on the 28th day of October, 1877, are hereby required to send in writing the particulars of their CLAIMS or DEMANDS to the said ANDRE DAMMANN at his address aforesaid, or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the said ANDRE DAMMANN, at the Office of the said WILLIAM HENRY BRERETON, 29, Queen's Road, Hongkong, on or before the 1st day of February, 1878.

And notice is hereby given that at the expiration of the last-mentioned day the said ANDRE DAMMANN will proceed to distribute the Assets of the said PROSPER EDOUARD HENRI DERODE amongst the parties entitled, having regard to the claims of which the said ANDRE DAMMANN has then had notice; and that the said ANDRE DAMMANN will not be liable for the Assets, or any part thereof, so distributed, to any person of whose claim the said ANDRE DAMMANN has not had notice at the time of the distribution.

Dated this 31st day of October, 1877.

W. H. BRERETON,
Solicitor of the said Andre Dammann,
Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Insurances.

YANGTSE INSURANCE ASSOCIATION.

NOTICE.—
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.

Total Capital and amount of Premiums, £1,250,000.

On or before the 1st day of January, 1878.

W. H. BRERETON,
Agent.

Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

DOLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining Third being carried to Reserve Fund.

OLYPHANT & CO.,
General Agents.

Hongkong, April 17, 1872.

ROYAL INSURANCE COMPANY.

The Undersigned Agents for the above Company, are prepared to grant Insurance at current rates.

MELCHERS & CO.,
Agents, Royal Insurance Company,

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL £1,000,000.

THE Undersigned Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & CO.,
Agents.

Hongkong, July 6, 1872.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,
A. D. 1735.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sum not exceeding £1,000 at reduced rates.

No CHARGE FOR POLICY FEE.

For Rates of Premiums, forms of proposal or any other information, apply to

ARNOLD, BARBER & CO.,
Agents, Hongkong & Canton.

Hongkong, November 1, 1872.

LANCASHIRE INSURANCE COMPANY.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurance at current rates.

HOLLIDAY, WISE & CO.,
Agents.

Hongkong, July 26, 1872.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

NOTICE.—
1. To Let.

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